

SPECIAL ADVERTISING NOTICE.—All advertisements of Public Meetings, Religious, Educational, or other character, and all notices of public interest, are charged twenty-five cents per line for the first insertion, and twenty-five cents for each subsequent insertion. Advertisements of twenty-five lines or less, are charged twenty-five cents for the first insertion, and twenty-five cents for each subsequent insertion. All transient advertisements payable in advance.

TUESDAY, - DECEMBER 16, 1896.

WE are one that the Know-Nothing editors are

exercising themselves a good deal upon the power

of the Electoral College. It is a very harmless

employment, and we don't care to interrupt it;

but the material question is not the power of the

Electoral College, but the power of the Secretary

of State. Has he not the power to submit the

returns in his office to the inspection of Messrs.

Read and Woolley? Or had he the power to refuse

their request? There is no power in Kentucky for-

bidding him to show the records in his office to

any citizen or citizens, no matter in what charac-

ter they come; on the contrary, it is his duty to

exhibit the public records, of which he is merely

the custodian. Messrs. Read and Woolley had as

much right to examine the public records as the

Secretary himself. It is of no consequence to the

Secretary whether the Electoral College had power

to use the information they got officially or not.

He is not the judge of their powers; nor

could any use of such information affect the Sec-

retary officially. It might affect his party before

the people, perhaps, and there is the real dan-

ger, these self-styled Americans—a high party,

in their estimation. They and their *Woolley*

Lights are a sort of higher-law party that have

rights of a higher law order. We doubt if the

authorities of any other party would have con-

sented the idea of refusing any citizen of the

State a right to look at any public record.

Let the organs turn their attention for a time

from the power of the College to the power of the

Secretary. Do they hold that he had not the

right to show the returns in his office to Messrs.

Read and Woolley? What law of the State for-

bids it? Who, in this State, would have made

an objection? Would the majority who elected

these electors? Would the mass of the Know-

Nothing party have objected? We believe they

would not; on the contrary, the organs know it

is an invidious affair; and they tell it to make

it all palatable to their own readers. If the Sec-

retary had thrown open the returns and said,

gentlemen, we are glad you have taken the

trouble to come; we desire to satisfy the whole

people of the State as to the grounds upon which

we have acted; it is a very extraordinary and

awkward result; and we wish all parties to see

that we have at least meant right; and that the

fact is not here.

Such conduct would have needed no explanation

or apology. As it is, the organs are painfully

employed in framing miserable excuses, for an

unwarrantable act that will look no better after

they have wasted their ink and paper. The

question returns after all they say, why did not

the Secretary show these returns? What law

of the State forbids it? What law authorized

the Secretary to require into the chamber in

which the applicants came?

"We see that the editor of the chief Know-

Nothing organ, who is bound to be smarter than

the rest, has conjured up a high point on the

subject of the powers of the Electoral College.

Its members, according to this high authority, are

federal officers, and have nothing to do with

State affairs. Their attempt, therefore, to look

into the election returns is an encroachment

upon State rights. This is a very bright idea.

If the college be a federal affair entirely, what

right has State officers to supervise the election

returns, and say who was and who was not elected?

This is a very material point in the business.

It gives the power to State officers to defeat

the will of the people in choosing federal officers.

The people of Kentucky will hold these State

officers to strict account as to how they perform

their duty. The members of the Electoral Col-

lege were chosen by the people and according

to the laws of the State, and voting for a Pres-

ident and Vice President, they performed a duty

for the State. The mode of their election was

a State affair; nor did they come to the State

because elected to do an act for the federal gov-

ernment. But this is all nothing to the point.

Why didn't the Secretary show the returns?

A Kidnapper Arrested.

Officers Powell and Bledsoe arrested a negro

preacher on Saturday, who was charged with

running of several slaves from Carroll and Trim

counties to the State. The negro was taken

to the jail, and will remain in custody until

the prisoner is released. *—See Journal.*

The editor of the Journal does not give the

name of this Reverend kidnapper. He is the Rev.

Wm. Anderson, who took the stump for Morton

against Willard in Indiana, at the late election.

At his second appearance, his party were required

to say whether they would support the black or

the white speaker for the office of Governor; and

he did not follow Gov. Willard further; but he

still continued to exercise his gifts in the cause.

The editor of the Journal, at the same time,

exposed the cause, and exhorted his friends to

vote for Morton against Willard. It is a good

illustration as to the sort of company an extra

amount of party zeal may lead a man into. It

was only a few weeks ago that Anderson was an

emphatic advocate of a cause opposed by a

leading party journal here. He is now on the way

to Frankfort.

Judge Brown merely denied the power of

the Electoral College to merely deny the power

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Kentucky Conference on Education.

Meets. Editors: At the late session of the

Kentucky Conference in the town of Winchester,

Ky., resolutions were adopted, appointing a

committee on the subject of establishing a

college, to be under the control of the Conference,

and to be located at some eligible place within

the limits of the State, and to be located in the

city of Lexington, on the 19th inst., and we

have been directed by them to lay before you,

and request you to publish the proceedings of the

conference, and to give the substance of the

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Executive Sale.

ON TUESDAY, DEC. 30TH,

we will, on the premises, expose to public

TRANSPORTATION

GREAT
Northern, Eastern, and Western
RAILROAD ROUTE,

VIA
Jeffersonville Railroad.

Fastest, Quickest, and Most Direct
Route to
St. Louis, Lafayette, Chicago, Detroit, Galena,
Rock Island, Burlington, Cincinnati, Cleveland,
Buffalo, New York, Boston, Pittsburg, Balti-
more, Washington, Philadelphia, Terre Haute,
Indianapolis, Evansville, Cairo, Springfield, St.
Paul, &c.

THE JEFFERSONVILLE RAILROAD is laid with heavy T rail and well ballasted, is well stocked with superior Locomotives and cars, and has every facility for making quick time and connections. It is the shortest route by 38 miles from Louisville and Chicago, and is the only Railroad route from Louisville to St. Louis, and from Louisville to the East.

Two Trains daily (Sundays excepted) to Indianapolis.

Train daily (Sundays excepted) to Cincinnati.

FIRST TRAIN.—Indianapolis Express leaves Jeffersonville at 6:15, a. m., and arrives at Indianapolis at 10:30, a. m.

SECOND TRAIN.—Cincinnati Express leaves Jeffersonville at 2:45 p. m. and arrives in Cincinnati at 7 p. m., connecting the next morning with the Express Train for St. Louis. This train also connects at Indianapolis with the Lafayette and Indianapolis Railroad.

time from Louisville via Jeffersonville Railroad to Indianapolis, 4½ hours;
Indianapolis, 3½ hours;
Lafayette, 1 hour;
Terre Haute, 2 hours;
Chicago, 15 hours;
Saint Louis, 17 hours;
Cleveland, 14 hours;
Buffalo, 21½ hours.

New York, 3½ hours.
Boston, 4½ hours.
Pittsburg, 1½ hours.
Philadelphia, 2½ hours.
Wheeling, 1½ hours.
Baltimore, 3½ hours.
Washington, 3½ hours.

Passage checked through from Jeffersonville to Indianapolis and Cincinnati.

FREIGHTS.—By a recent arrangement with the M. & I. R. Co., the Jeffersonville Company now run their own Locomotives, Cars, and Conductors, through Indianapolis, over the M. & I. R. Co. from Baltimore.

It greatly facilitates the transportation of freights, the attention of merchants shipping freights North and East is called to this route, and the advantages are—

For through tickets and information in regard to freights, apply at the office, 555 Main street, Louisville, Ky.

J. LITTLE, Agent, or at the Depot in Jeffersonville.

A. S. CROFTERS, Sup't.

P. E. SICKLER, Master Transportation.

**LOUISVILLE and FRANKFORT,
AND LEXINGTON & FRANKFORT.**

RAILROADS.
INTER ARRANGEMENT FOR 1936 AND '37
DAILY PASSENGER TRAINS—SUNDAYS EXCEPTED
AND AFTER WEDNESDAY
 Nov. 18th, 1936, trains will run as follows:
FIRST TRAIN—Leaves Louisville at 7 o'clock a.m.
 stopping at all regular stations, and arrives at Lexington

the stages for Newcastle, where it connects at Richmond
with the stage for Newcastleside, and thence to Glasgow.
Wrennburgh, Salvia, Hazenville, Baxton, and
Crailes; at Payne's with stages for Georgetown, and
Lexington with Covington and Lexington Railroad,
Paris, Falmouth, Covington, and Mayaville, and
the stages for Winchester, Mount Sterling, Owings-
ville, Richmond, Irwin, Nicholasville, Danville, Ken-
tucky, Croft Orchard, Stanford, London, Harrisonville,
and Eminence. Returning, this train leaves Lex-
ington at nine o'clock, and applies to the regular dis-
tances, and arrives at Louisville at two o'clock P. M.,
connecting by stage at Payne's for Georgetown, and
Richmond for Newcastle and Shelbyville.

SECOND TRAIN—Leaves Louisville at 11:00 a.m., stopping at Hobbs' and Smith's stations. Large, and all stations east of Lawrence, and arriving at Lexington at 1:00 o'clock p.m., connecting at K. M. R. R. for Shelbyville and New Albany. Leaving Lexington at 1:30 p.m., stopping at all stations east of Lawrence, and arriving at Hobbs' stations only west of Lawrence, arriving at Louisville at 11:00 o'clock a.m., in close connection with the Louisville and New Albany and Louisville and Indianapolis, Terre Haute, Vincennes, Evansville, Chicago, St. Louis, Jefferson City, Keokuk, Burlington, Rock Island, Galena, Dubuque, and Chicago & North Western.

THIRD TRAIN (Accommodating)—Leaves Louisville at 5:55 o'clock A. M., stopping at all stations, arriving at Lagrange at 7:45 o'clock A. M. Returns via Lagrange at 7:45 o'clock A. M., stopping at all stations, and arrives at Louisville at 9 o'clock A. M. Freight trains leave Louisville and Lexington every morning, daily, Sunday excepted. Fare is about 4 cents per mile, and a discount of 25 per cent. is allowed for tickets. For any further information, please call at the post-office corner of Brook and Jefferson streets. Louisville, Ky., **SAMUEL GILL,** No. 1.

NEW ALBANY & SALEM RAILROAD

CHANGE OF RUNNING TIME.
ON AND AFTER WEDNESDAY
next, 18th instant. Trains will run on the New Albany and Salem Railroad as follows:
Express Trains will leave New Albany daily, (8 a

Expressed, 4:30, A. M., connecting at Greenbush with trains west for Terre Haute, Vincennes, and Chicago at 7:30.
Expressed, 6:30, A. M., connecting at Greenbush with trains hence for Milwaukee, Rock Island, and Oakes and at Michigan City with Trains East, on Michigan Central Road, for Detroit; Niagara Falls, New York, Boston, &c.
Express Trains South will leave Michigan City 10:15, P. M., and arrive at New Albany next day at 4:15 P. M., in time to put passengers into Louisville and Cincinnati.
Freight Trains will leave New Albany as usual.
M. EVERY DAY, Sunday excepted.

ald dir J. E. ANDERSON, Supt.

New Albany and Salem R. R. Co.



LOUISVILLE TO CHICAGO ST.

TRAINS LEAVE NEW ALBAN.

daily (Sundays excepted) at 3:30 a. m., run-
rently through to Chicago—current

This Train connects at Greenacres with T. and E. Erie Railroad and Richmond Railroad for ST. LOUIS. Making the **SHORTEST, QUICKEST, and CHEAPEST** route to that point. Connects also at Michigan City with Trains of Michigan Central Railroad for Kalamazoo, Battle Creek, Saginaw Falls, and all Eastern cities. Ticket for all principal points of East and West may be had at the office of the Grand Rapids and Portland Railroad Company, 532 Main street.

Passengers by leaving their names there will be called for any part of the city without a single delay.

JOHN H. ANDERSON, Superintendent.
N. STEVENS, General Ticket Agent.

1856 Summer Arrangement. 1857

COMMENCING MONDAY, MAY 19.

Little Miami & Columbus & Xenia

EXCLUSIVELY AN EASTERN ROUTE
AND AFTER THIS DATE THE
LITTLE MIAMI, VIA COLUMBUS,
THE ONLY DIRECT ROUTE to and from Cincinnati
and Cleveland, the only route running cars into the
Lake Shore Depot at Cleveland, and the only route
with uniform baggage from Cincinnati to Cleveland,
Cincinnati and Buffalo.
BY ANY OTHER ROUTE Cleveland passengers,
Sandusky, and depend on the Erie & Trunk Chicago &

THE LITTLE MIAMI, VIA COLUMBUS,
the only route with reliable connection to and from
CINCINNATI and PITTSBURGH.
BY ANY OTHER ROUTE, Pittsburgh passenger
and at Bellefontaine or Forrest on trains from
Annapolis and Fort Wayne to go East.

THE LITTLE MIAMI, VIA COLUMBUS
THE ONLY ROUTE to and from CINCINNATI
HEELING or STEUBENVILLE.

THE LITTLE MIAMI, VIA COLUMBUS

[illegible]

THROUGH TICKETS
VIA
HELEN G.
PITTSBURG,
DUNKIRK,
BUFFALO, and
NIAGARA FALLS
all the Eastern cities.
Three daily Western Trains.

FIRST TRAIN—Cleveland, Pittsburg, Steubenville and Wheeling Lightning Express, leaves Cincinnati at 10 o'clock a. m. for all the Eastern cities (Cairo, Detroit, Toledo, Zanesville, Chillicothe, Circleville, Lancaster, and Xenia); and at 10 o'clock a. m. for all the Western stops between Cincinnati and Columbus at Loveland, Morrow, Xenia, and London.

SECOND TRAIN—Cleveland, Pittsburg, Steubenville and Wheeling Express Mail, leaves Cincinnati at 10 o'clock a. m. for all the Eastern cities (Cairo, Detroit, Toledo, Zanesville, Chillicothe, Circleville, Lancaster, and Xenia); and at 10 o'clock a. m. for all the Western stops between Cincinnati and Columbus at Loveland, Morrow, Xenia, and London.

3:30 o'clock p. m. for Springfield; Wilmington, Circle and Lancaster. Chibchothe and Haborou are train stops at all points between Cincinnati and Springfield.

FOURTH TRAIN—Cleveland and Pittsburgh Night press, leaves Cincinnati at 8 o'clock p. m. for Cleveland and Pittsburgh, for all the Eastern cities. Train stops at all points between Cincinnati and Columbus.

One train on Sunday at 2:30 o'clock.

Columbus.—Trains run by Columbus time—seven minutes in Cincinnati.

are as low as by any other Route.
FOR THROUGH TICKETS,
 For all information, please apply at the offices, No. 177 Gibson House, second floor, west of Vine street, northeast corner Broadway and the old office of the Gibson House; or at the Eastern (Little Miami) Depot at Front street.
 Office hours from 4 a. m. until 9 p. m.
P. W. STRADER, General Agent.
THE OMBREX LINE